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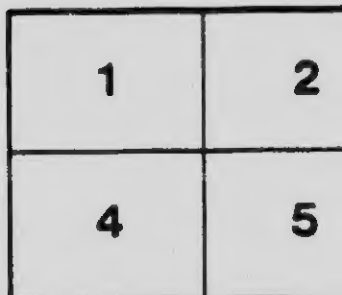
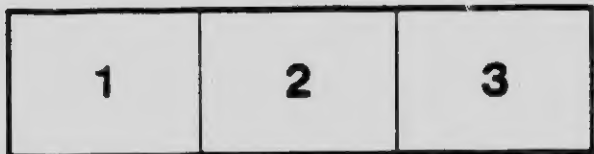
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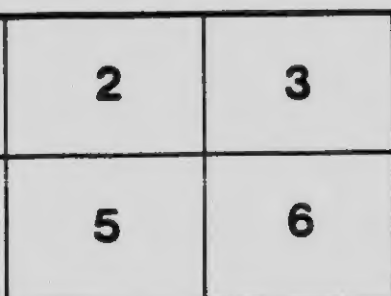
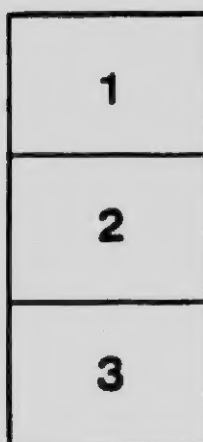
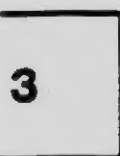
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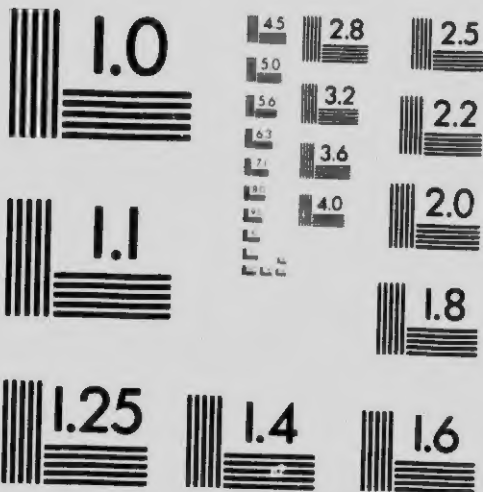
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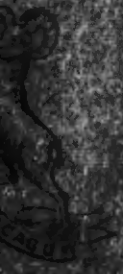
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		Daily.	Tues., Thursday, Saturday.
0	Victoria	8.00	16.00
1	Russell's	8.04	16.03
4	Esquimalt (f)	8.10	16.10
5	Stewart's (f)	8.12	16.12
6	Parsons' Br. (f) ..	8.15	16.15
8	Colwood	8.21	16.21
11	Goldstream (f)	8.28	16.27
17	17 Mile Post (f) ..	8.50	16.47
20	Summit (f)	9.00	16.56
22	Fitzgerald's (f) ..	9.06	17.02
27	Strathcona	9.15	17.15
28	Koenig's	9.19	17.15
32	Cobble Hill	9.30	17.35
35	Hillbank (f)	9.37	17.42
36	Cowichan	9.42	17.46
39	Koksilah	9.48	17.52
40	Duncan's	9.55	18.00
43	Somenos	10.07	18.07
45	Tyee (f)	10.11	18.11
47	Mt. Sicker (f)	10.15	18.15
47	Westholme	10.17	18.17
52	Chemainus	10.32	18.30
56	Blainey's f)	10.43	18.42
59	Ladysmith	10.57	18.55
62	Brenton's (f)	11.04	19.05
65	Cassidy's (f)	11.11	19.12
68	S. Wellington	11.18	19.20
70	Stark's Cross. (f) ..	11.23	19.25
73	Nanaimo	11.33	19.40
75	Northfield (f)	11.43	19.48
78	Wellington	11.50	19.55
87	Nanoose Bay		12.10
92	Craig's (f)		12.32
96	McBride Jct.		12.45
100	Coomb's		12.53
108	Cameron Lake ..		13.05
			13.25

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		Daily	Daily
0	Cameron Lake		13.35
5	Coomb's		13.56
13	McBride Jet.		14.02
16	Craig's (f)		14.10
21	Nanoose Bay		14.22
31	Wellington	8.00	14.45
33	Northfield (f)	8.07	15.05
35	Nanaimo	8.15	15.17
39	Stark's Cross. (f)	8.23	15.24
41	S. Wellington	8.28	15.29
43	Cassidy's (f)	8.34	15.36
46	Brenton's (f)	8.42	15.44
50	Ladysmith (ar.)	8.50	15.54
	Ladysmith (dep.)	9.00	16.04
52	Blaney's (f)	9.09	16.14
57	Chemainus	9.23	16.28
61	Westholme	9.35	16.40
62	Mt. Sicker (f)	9.37	16.42
64	Tyee (f)	9.41	16.46
65	Somenos	9.45	16.50
68	Duncan's	9.55	17.05
70	Koksilah	10.00	17.09
72	Cowichan	10.10	17.16
74	Hillbank (f)	10.15	17.20
77	Cobble Hill	10.25	17.35
80	Koenig's	10.35	17.45
87	Strathcona	10.40	17.49
86	Fitzgerald's (f)	10.53	18.00
88	Summit (f)	11.00	18.05
91	17 Mile Post (f)	11.10	18.13
97	Goldstream (f)	11.32	18.35
100	Colwood	11.39	18.41
102	Parson's Br. (f)	11.45	18.46
103	Stewart's (f)	11.48	18.48
104	Esquimalt (f)	11.50	18.50
107	Russell's	11.58	19.00
108	Victoria	12.05	19.05

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" Royal Oak	10.00	4.45	8.05
" Beaver Lake ..	10.05	4.50	8.10
" Elk Lake	10.10	5.00	8.15
" Keating	10.18	5.08	8.22
" Saanichton ...	10.25	5.15	8.28
Arrive Sidney	10.45	5.30	8.40
		Daily.	Ex. Su.
		P.M.	A.M.
Leave Sidney		6.00	9.00
" Saanichton		6.13	9.13
" Keating		6.18	9.18
" Elk Lake		6.25	9.25
" Beaver Lake		6.30	9.30
" Royal Oak		6.35	9.35
" Hillside		6.55	9.55
Arrive Victoria		7.00	10.00

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6.00 a.m.	Monday	Thursday
Lv. Victoria—		
10.00 a.m.	Monday	Thursday
Ar. Vancouver—		
3.00 p.m.	Monday	Thursday
Lv. Vancouver—		
12.00 midnight	Monday	Thursday
Ar. Prince Rupert		
10.00 a.m.	Wednesday	Saturday

Southbound

Lv. Prince Rupert—		
8.00 a.m.	Friday	Monday
Ar. Vancouver—		
10.00 p.m.	Saturday	Tuesday
Lv. Vancouver—		
12.00 midnight	Saturday	Tuesday
Ar. Victoria—		
7.00 a.m.	Sunday	Wednesday
Lv. Victoria—		
11.00 a.m.	Sunday	Wednesday
Ar. Seattle—		
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July 7, 10, 17, 21, 28, 31.
Aug. 7, 11, 18, 21, 28.
Sept. 1, 8, 11, 18, 22, 29.
October 2, 9, 13, 20, 23.

Arrive Skagway—

June 10, 14, 21, 24.
July 1, 5, 12, 15, 22, 26.
Aug. 2, 5, 12, 16, 23, 26.
Sept. 2, 6, 13, 16, 23, 27.
Oct. 4, 7, 14, 18, 25, 28.

Southbound

Leave Skagway 7.00 p.m.—

June 10, 14, 21, 24.
July 1, 5, 12, 15, 22, 26.
Aug. 2, 5, 12, 16, 23, 26.
Sept. 2, 6, 13, 16, 23, 27.
Oct. 4, 7, 14, 18, 25, 28.

Arrive Victoria—

June 14, 18, 25, 28.
July 5, 9, 16, 19, 26, 30.
Aug. 6, 9, 16, 20, 27, 30.
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Perfect safety—Go ahead.

Two Steamships Crossing

(Note)—This is the position of the greatest danger; there is nothing for it but good look out, caution and judgment.

If to my starboard RED appear,
It is my duty to keep clear;
To act as judgment says is proper:
To PORT—Back—or stop her!

But if upon my PORT is seen
A steamer's starboard light of GREEN,
For me there's nothing to do but see
That GREEN to Port keeps clear for me.

Overtaking Steamship

The overtaking vessel shall keep clear of the overtaken one.

The word "steam vessel" shall include any vessel propelled by machinery.

Rules concerning Lights to be Carried from Sunset to Sunrise

Article 7:

1. Steam vessels of less than 40 tons shall carry:

(a) In the forepart of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light of such a character as to be visible at a distance of at least two miles.

(b) Green and red side-lights constructed and fixed as prescribed in Article 2 (b) and (c), viz.: (b) "On the starboard side a green light, so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles." (c) "On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw

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the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles"; and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

2. Small steamboats, such as are carried by sea-going vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the combined lantern.

3. Vessels under oars or sails, of less than 20 tons, shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to the other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

4. Rowing boats, whether under oars or sails, shall have ready at hand a lantern showing a white light which shall be temporarily exhibited in sufficient time to prevent collision.

Sound Signals for Vessels in Sight of One Another

Art. 28:

One short blast to mean: "I am directing my course to starboard."

Two short blasts to mean: "I am directing my course to port."

Three short blasts to mean: "My engines are going full speed astern."



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POPULATION

Greater Victoria today is the same size (about 50,000) that Seattle was in 1897.

Attendance at Schools

High School—Boys 171; girls, 123.

Boys' Central—486 boys.

Girls' Central—420 girls.

N. Ward—287 boys; 244 girls.

South Park—156 boys; 154 girls.

Geo. Jay—162 boys; 149 girls.

V. West—151 boys; 150 girls.

Moss Street School—130 boys; 85 girls.

Kingston Street—159 boys; 128 girls.

Spring Ridge—94 boys; 91 girls.

Rock Bay—34 boys; 32 girls.

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Total—3,442 pupils.



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Esquimalt is the key to Britain's naval strength upon the Pacific Coast. A twenty minute run from the centre of the City through a beautiful residential section brings one to the site of the fortress and to the Dry Dock, where ocean vessels are repaired. Along the shores of the harbor are located ship yards, canneries, lime works and other industries. An immense dry dock will very shortly be constructed, which, when finished, will make Esquimalt one of the most important centres of indu-

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try in the West. The waters of Esquimalt Harbor run far inland and are separated only by a very narrow neck of land from Portage Inlet on the Victoria Arm.

On the Southern Bank of the Victoria Arm is Gorge Park, owned by the B. C. Electric Railway Company and maintained by them as a public park and pleasure grounds. The park derives its name from the narrow cleft in the rocks through which flow the salt waters from the open sea into the sinuous channel of the Victoria Arm. As the tide ebbs and falls, the waters rush through the Gorge at a terrific rate, causing that natural wonder—a reversible waterfall.

The park itself is the playground of Victoria, is open to the public without any charge, and during the summer months is daily thronged by thousands of pleasure seekers. The park has wisely been left very much in a state of nature, but tidy footpaths have been made through the splendid timber. Nestling among the green foliage is the Japanese Tea Gardens, where the natives of the land of the chrysanthemum have established a beautiful spot, decorated wholly with the daintiness for which their race is famous, dwarf trees adorn the ground, bamboos, tea plants, wistaria, iris and many other beautiful shrubs flourish by the sides of miniature lakes and stream—where waters ripple under quaint bridges.

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Tea and other refreshments can be enjoyed either in the Japanese houses or in the open air. Visitors to the park have every facility for bathing and boating, the landlocked waters rendering such sports perfectly safe even for a novice. Within the park there is a bathing pavilion close by the picnic grounds laid out by the B. C. Electric Railway Co. Excellent orchestral and open air bioscope entertainments are provided gratuitously during every evening of the summer months; and music is also provided on Sunday afternoons. Many other open air amusements are also to be found bordering on the picnic grounds; and the Gorge is rightly rated one of the premier attractions of the City.

Approaching the City from either Esquimalt or the Gorge the car passes over Point Ellice Bridge, the western end of which abuts upon the old Indian Reservation, known as the Songhees Reserve.

Closer to the centre of the City lies Chinatown, whose clean and well paved streets are constantly thronged with bright groups of Chinese children.

The Douglas street car line runs from a point outside the northern limits of the city through the heart of the business section and out to the Outer Wharf, where ships congregate from the four quarters of the globe.

The Willows car line runs almost due West, passing on its way the Royal Jubilee

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Another line running westward passes through one of the finest residential districts of the City proper and thence to the sea coast in the separate municipality of Oak Bay, an ideal place of residence, whether it be for the millionaire who wishes a beautiful home, or the smaller home seeker who desires only a tiny cottage in beautiful surroundings. The place is unique in its beauty. It is necessary only to mount one of the small hills and take a bird's eye view to realize that the natural charms of Oak Bay will preserve it for ever as one of the finest residential districts on the Pacific Coast. The lovely island studded bay, backed by the perfect cone of Mount Baker, forms a picture of surpassing beauty. The lovely climate for which the southern end of Vancouver Island is famous gives every encouragement to splendid landscape gardening. Most of the houses have several acres of ground laid out in velvet lawns and splendid flower gardens. A fine hotel is situated just at the car terminus; and the charms of Oak Bay are such that the hotel is full to overflowing during most of the year. Close at hand is the boat-house of the Oak Bay Boat Club, and the bay is bright with all manner of pleasure craft. There

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are splendid sandy beaches where children bask in the sun or paddle in the water, while their elders may quietly enjoy the beauty of the scene. Just at the terminus is Oak Bay Recreation Park, where all the games both of Canada and of the Old Country are played in their season. This park is also the property of the B. C. Electric Railway Company. Salmon trolling or hand line fishing can be enjoyed in the bay in great perfection; and the whole district is building up with the utmost rapidity. Close at hand and lying along the water front is one of the most picturesque golf courses to be found the wide world over. The Golf Club has a large membership and its members always succeed in taking a foremost place among the players of the whole Pacific Coast.

South-east of the City lies Foul Bay, a district opened up by the electric tramway only about three years ago, but already the centre of a large and rapidly growing population. The car line approaches the city from Foul Bay by way of Ross Bay cemetery and thence by Cook Street, one of the best residential streets lying close to the business centre of the City.

Either the Foul Bay car or the Beacon Hill car affords easy access to Beacon Hill park. The park extends to about 300 acres, and from the hill on every hand can be

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seen prospects of hill and dale, of sea and cliff, unexampled for splendor and beauty. Just beneath one's feet lies Clover Point, the point where Vancouver landed in 1792. In front stretches a magnificent panoramic view, the Strait of Juan de Fuca with the sun tipped Olympic range as a back ground. Behind lies the City, and in the distance the Sooke Hills, Cedar Hill and Mount Baker. The park itself is very beautifully laid out, containing magnificent trees, flowering shrubs, touches of wild ground, zoological gardens, pretty lakes with abundance of gold fish, swans and all manner of water fowl. Ample facility is also given for all manner of outdoor games.

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The roads through the Island, starting from Victoria, are almost numberless in extent and variety. The Ocean Beach drive, taking the sightseer to the docks along Dallas road, through the famous Beacon Hill Park, and along the beach to Oak Bay, and from there back to Victoria by way of Oak Bay and Rockland avenue, is a run unequalled in North America. A view of the Olympic range across the Straits of Juan de Fuca, as seen from the crest of Beacon Hill Park, is one that, once seen, will never be forgotten. The blue vastness of the straits, dotted here and there by sails, or streaked with the smoke from passing smoke-stacks, backed by the towering

steeps of snow-clad mountains, is a picture of which there is no double in the world. The Orchard drive is another incomparably beautiful drive, taking the traveler through a section of country that is fast being turned into splendid fruit farms. Here and there, the sea and glimpses of mountains add variety to the journey, while the golden blaze of Scotch broom, garlanding the hills, seem like so many wreaths of sunshine, clustering thickly in their yellow splendor. To Douglas Mountain and Cordova Bay is another splendid drive, as is also the famous run to Esquimalt, where the Navy Docks are located, and close by the fortifications of Fort Macauley. To North Saanich, Saanichton and Sydney, is another splendid drive, taking the visitor through a magnificent stretch of agricultural country, with the sea close at hand. To Albert Head by way of the Gorge Road, Colwood, Happy Valley, and Metchosin, is another favorite run from Victoria, and here fruit farms and forests, ocean and valley, make a panorama of never-ending beauty.

The traveller coming from the United States can bring his own car across, provided it has been used by him in the States, without duty, and he will find himself most richly repaid by a trip around and through the Island. The scenery of Vancouver Island, in its sublimity and endless sur-

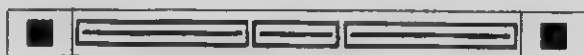
prises, cannot be equalled, much less excelled, anywhere

No tourist should leave Victoria without an auto trip in and around the City. Those who are here only between boats will find they have ample time to make the Beach Drive, the most famous auto drive in the world. This is a trip that should not be missed by any visitor to Victoria.

[See road map at back of book.]



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